

Profit, Conveniency, and Pleasure,
to the whole Nation.

Being a short Rational Discourse, lately
presented to His Majesty,
Concerning the

High-ways of ENGLAND:

Their *Badness*, the *Causes* thereof, the *Reasons*
of those *Causes*, the impossibility of ever ha-
ving them *Well-mended* according to
the *Old way of mending*.

But may most certainly be done, and for ever so
maintained (according to *This New way*)
substantially, and with very much *Ease*.

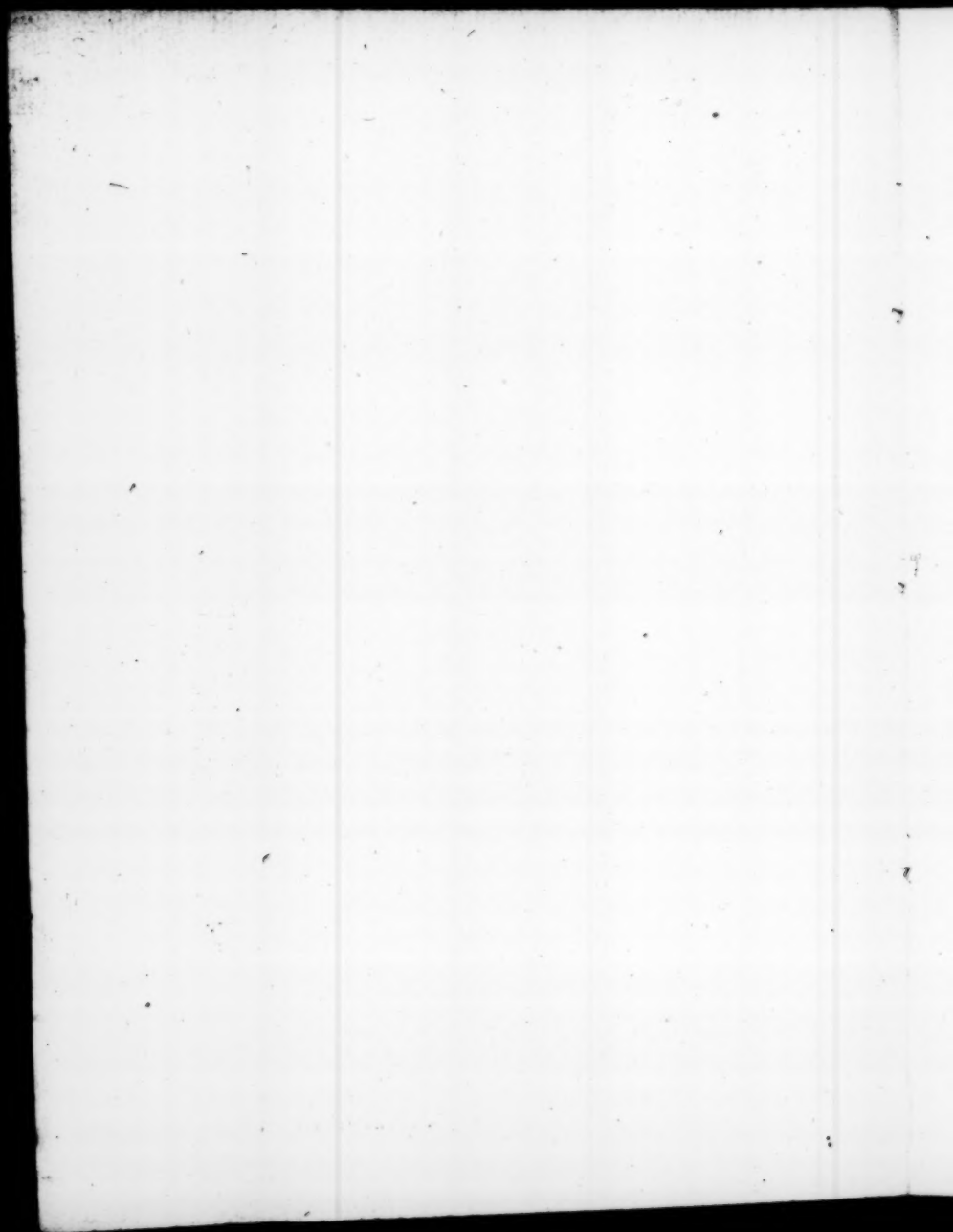
And so,

That in the very depth of *Winter* there shall not
be much *Dirt*, no *Deep-Cart-rutts*, or *High-ridges*; no
Holes, or *Uneven Places*; nor so much as a *loose Stone*
(the very worst of Evils both to Man and Horse) in
any of the *Horse-Tracts*.

Nor shall any Person have cause to be once put out of
his way in any hundred of miles Riding.

*To mend High-ways, loe Here the way is shewn;
No better way than This, shall e're be known:
A Firm and Certain way, of no great Cost;
In all wayes, else their Labour's wholly lost.
The Old way ne're could do't, 'twas meer Deceit,
As may be prov'd, it was a very Cheat.*

Printed for a Publick good in the Year 1675.





THE
P R E F A C E
TO THE
K I N G.

My Gracious Sovereign,

I *Am no Courtier, know not how to Mode,
But Bluntly thus contrive for Publick good :
And though I'm well-nigh Deaf, and well-nigh
And Old, and very Simple in my kind ; (Blind,
Yet stilt I daily make for to contrive
Something of Good to others whilst I live.*

*And several Works I have already writ,
But none to Publick view are Publish'd yet ;
Nor shall be, till I've try'd how This will be
Accepted by Your Sacred Majestie.
Which is a Product of my working Brain,
And glad should be, it might not be in vain.*

The Preface.

*Now if Your Majestie will take n' offence,
Nor judge my real Zeal, bold Impudence,
But gratiouſly will pardon my rude Form,
I doubt not but the Matter will inform
Your Majestie of That will please you well,
Which is a way, All other ways excell,
In mending Your High-ways, throughout Your
And is a way, None yet do understand. (Land,
Great shame it is, 'twas never known before,
So plain it is, as is a Great wide door :
The way of doing, is the only Thing,
And chiefly with it doth the Profit bring. (Prose,
But now I'll cease my Rhiming, and proceed in
And to Your Majestie this easie Thing disclose.*

Yet deeply Imploring,

*That it would please Your Majesty gra-
tiously to pardon this my most Humble Pre-
sumption, proceeding from my Sincere
Duty to Your Majesty, and a real Desire of
doing a Publick Benefit, (knowing no
better way.)*

*Not that I think my self (in the least)
wiser than other men ; But that obser-
ving, as in all Ages of the world, it has
been the Happy-good-hap of some particu-
lar Persons, to hit upon the Rightness of
some particular Things :*

*So now, I humbly conceive, it is no
less Mine in this particular Affair, of the
right*

The Preface.

*right and most absolute way of Ordering,
and Mending Your Majesties High-ways,
and a perpetual keeping them so.*

*As I shall endeavour to make plain in
this following little Book, which I most
submissively Present to Your Majesties wise
Consideration.*

*Ever praying for Your Majesty, and hum-
bly devoting my self in all boundy Duty,
and affectionate Service, whilst I am in
true fervency and zeal,*

*Your Majesties most Loyal,
and most Loving Subject,*

Thomas Mace.

*One of the Clarke of Trinity Colledge
Chappel in Cambridge.*



*If when you Read, Objections chance t' arise,
And This or That seem doubtfull in your eyes,
Have but the patience for to Read it out,
All Doubts are answer'd clearly without doubt.*





The Order of the Work, In three CONSIDERATIONS.

First, That all *High-Roads* might be reduced unto *Two Coach* or *Cart-Tracts*, allowing convenient space between; which (if *those two* might be certainly and continually kept firm and good) would be sufficient for all services and occasions of Travel whatever. 1.

Secondly, That *those two Tracts* be drawn so straight as the Situation of the Ground will afford all along, for several good Reasons. 2.

Thirdly, I most humbly conceive, it might be extremely necessary, that (after *those two Tracts* are perfectly compleated) there were a Law made for Travellers to some such purpose as *this*: viz. 3.

That all Travellers either with *Coach, Waggon, Wain, Cart, or Horse*, coming to the City of London, shall keep in the *Right-hand Tract* coming. The Law for Travellers.

And in their going from the City of London, shall likewise keep the *Right-hand Tract* going, viz. the contrary.

The

The *Benefits* and *Conveniences* of these three Considerations will be *infinite*, and *unconceivable*, till *Time* and *Experience* shall make them plain.

I will only give a glance at some few, for brevities sake, in each particular, thus :

The benefit of
the first Con-
sideration,

First, If all *High-ways* were reduced only unto *two Coach* or *Cart-Tracts*, doubtless then there would be an unimaginable *great deal* of *Ground sav'd*; which is now *spoild* and *trampled down* in all *wide Roads*, where *Coaches* and *Carts* take liberty to *pick* and *chuse* for their best advantages. This is no small Consideration, if well weighed.

Besides, such *sprawling* and *straggling* of *Coaches* and *Carts* utterly confound the *Road* in all *wide places*; so that it is not only unpleasurable, but extreme *perplexive* and *cumbersome* both to themselves, and all *Horse-Travellers*. The which will be quite *taken away*, and many *conveniences* met withall, by *this Reducement*.

The benefit of
the second
Consideration.

Secondly, If again the *Ways* shall be *regulated*, as to be brought into *straight-lines*, (only so far as they are capable of) I do believe, that in one hundred miles *Riding*, the *Traveller* shall save at least the *Riding* of *Ten miles*, in many places. Which will be a very considerable advantage to a weary *Traveller*.

The benefit of
the third Con-
sideration.

Thirdly, If there were a *smart Law* made, to keep all *irregular* and *troublesome persons* in an orderly way of *Civility* in their *Travel*; And also, That their *Punishment* might be almost so *quick* and *sure*, as their *Affront*, and *Injury* given; then without all question, *innumerable Controversies*, *Quarrellings*, and *Disturbances*, which in that nature

ture are daily committed in contesting for the way (which too often proves mortal, or of very bad consequence to many) must needs cease.

Besides, there is another very great benefit by this Law, which is, That no man should be pestered by giving the way (sometimes) to hundreds of Pack-horses, Panniers, Whifflers, Coaches, Waggon, Wains, Carts, or whatsoever others, which continually are very grievous to weary and laden Travellers; but more especially near the City, and upon a Market-day, a man having travell'd a long and tedious Journey, his Horse well-nigh spent, shall sometimes be compell'd to cross out of his way twenty times in one miles Riding, by the irregularity, and peevish crossness of such-like Whifflers and Market-women: Yea although their Panniers be clearly empty, they will stoutly contend for the way with weary Travellers, be they never so many, or almost of what Quality soever.

A second great benefit by this Law.

Who if by such a Law were ordered all of them to keep in one Tract or way, (which they might so well do, as not, and no inconvenience to any one of them in the least) I say, what an inestimable benefit might all Travellers enjoy by such a Law? which could be prejudicial to no man, nor to the least occasion of Post-hast-busines, but an assured furtherance.

No inconvenience for Travellers to keep one Tract.

For if the wayes were but thus kept certainly firm, clean, and good; if any man had a mind to Travel faster than that person which is just before him, how readily and safely might he step out of the way, and pass him by; and so as readily step into the Tract again at pleasure, without the least

B

danger

danger of deep Cart-rutts, or such unreasonable high Ridges, which now are not possible (in many places) to be passed over, without manifest danger both to Man and Horse.



Nay I have often known many Travellers, and my self very often, to have been necessitated to stand stock-still behind a *standing Cart or Waggon*, in most beastly and unsufferable deep wet wayes, to the great *endangering* of our *Horses*, and *neglect* of *important Business*: Nor durst we adventure to stir, (for most *imminent danger* of *those deep Rutts*, and *unreasonable high Ridges*) till it has pleas'd *Good Mr. Carter* to *Jog on*, which we have taken very kindly.

The great necessity for such a Law.

The great necessity therefore of such a Law, I do conceive will be most *desirable* and *gratefull* to all Travellers, who shall thus be assured to *Travel* in *peace, safety* and *quietness*; so that in his *never-so-long a Journey*, he shall not *once* be *disturb'd* or *put out of his way*.

Besides many other *pleasures* and *conveniences*, which I shall forbear to mention, but leave them to Travellers to discourse upon, when *this most happy Day* shall *shew it self*; that then the *Highwayes*, and the *Law for Travellers*, shall make all *This* (and *much more*) *complete, gratefull, and satisfactory*.


The Order of the Law.

And as to the Order of *this Law of Travellers*, The Law of Travellers. if any Person shall happen to be in the contrary way, it shall be his part to go out of it, and give way to his opposite; or otherwise he may be compelled.

But if any person shall be quarrelsome, and oppose, or force any other Traveller (who is in his Right-hand-lawfull way) out of it, or injure him upon that account :

Then that Person so opposed, forced, hindred, or grieved, (upon just complaint and proof made to the next Justice of Peace, Constable, or Head-Officer of the very next Town) shall have his Case immediately heard, and adjudged according to the truth of the Evidence; And that the Person so offending shall immediately forfeit, and be compelled to pay, so much to the party grieved or injured, and so much to the Poor of that Parish where the case is tried : Or for want of such payment, his Horse may be distrained upon till such payment be made.

This, or something to this purpose, cannot be thought too hard for such Uncivil, Refractory, and Rude Russian-like Rake-shames, who too often make it their business and boast, thus to disturb and abuse honest, quiet, and weary Travellers; which is so great an injury, and an occasion to stir up, and inflame the Spirits of men, so grossly abused, that many times most desperate mischiefs immediately ensue : But by virtue of some such Law, all These and many more Inconveniences

 This Law cannot be too strict.

would be prevented, and all Travellers enjoy tranquillity and much pleasure.

Thus much concerning the *Law for Travellers*.

The Conclusion of the first Preparation.

Why but two Tracts.

Lastly, As to the more easie effecting of the *business*, it cannot but be thought much more *feasible*, to maintain only *two Tracts*, which shall constantly lie *straight*, and as it were *in a line*, than to mend and maintain wayes which lie *cross*, *intricate* and *confounded*, as most of our wayes throughout *England* do.

In the mending of which there is such strange *irregularity*, by the *common Menders*, that they (in a manner) *lose* the greatest part of *their Gravel* or *Stones*; now laying *one load* here, and then another quite *cross* *five or six Cart-wayes* aside, and in a contrary *Tract*; whereas if there were but only *two Cart-Tracks*, they might with far *less* trouble and cost, but infinitely more *easily* and *effectually* be mended, and most certainly be *for ever maintained*; and with a *reasonable Charge*: As here following most plainly I shall make appear.

The manner and means by which This so needful and profitable Work may most certainly be effected, with much ease, and no great cost.

In all Humility shewing,

THat Your Majesties High-ways are not only *unpleasant, cumbersome, and grievous*; but also very dangerous to the *Lives and Limbs* both of Men and Horses, is too obvious and apparent to all Travellers.

The mischievous dangers which attend the badness of our High-ways.

And in that it has been, and is still judg'd impossible to have them bettered, and to continue them so, is still the greater grief.

The Consideration of which, has been an occasion unto me to exercise my Thoughts so far upon the matter, as thus to conclude, and affirm the contrary: viz.

That it is *not impossible*, but very *feasible* and *easy*, both to have them well mended, and to continue them so for ever.

Yet I must needs say, that according to the *old, common, and general way* of mending them, it is *absolutely impossible*, yea although there were an *hundred times* the *cost* and *pains* bestowed on them, as is yearly bestowed.

My Reason is *This*; because the *Matter* (viz. the *cost* and *pains*) is not so much considerable, as the *Manner* and *Order* of doing it.

*The way of doing is the only Thing,
Which here presents it self unto the King.*

Now

Now, as to a more particular Explanation, it is to be considered, *what*, and how many *Causes* there are of the *badness of High-ways* : And they are chiefly *four*.

The four chief
impediments
to High-ways,

First, *Mire, Slime, or Dirt.*

2dly. *Deep Cart-rutts, with their High-ridges.*

3dly. *Unevennesses and Holes.*

4thly. and lastly, *Loose-Stones.*

These four things being *rectified*, the *Ways* must needs be *Good*.

The first thing therefore to be done, (which was ever neglected by the old way) is to *cleanse* the *ways* *thoroughly* from *Dirt*, before any *Gravel* or *Stones* be laid on.

Likewise all the *Cart-rutts* to be *cut down*, and carried quite away; they being only the *Slime, Grease*, or (as I may better say) the very *Oyl expressed*, by the continual *grinding* and *squeezing* of the *Cart-wheels*, which (according to the *old way of mending*) were seldom or never taken away, but only beat down and put into those *Deep holes*, and *Cart-rutts*; which with some *small sprinkling* of *Gravel*, in some places only, or a *few Stones*, or *base ill-favour'd Rubbish* : And all this (very *disorderly* and *confusedly*) was the *principal* and *constant way* of mending the *High-ways*. And thus were they concluded to be well mended; but indeed were made *worse* thereby.

The old ill
way of mend-
ing the Ways.

For so soon as a *great glut* of *Rain* comes, the *Cart-wheels* having made way for its reception, in stead of being *hard* and *firm ground*, (which
it

It ought to be) it becomes a *Quag*, or a *Bog*. And this is one *main cause* of the *badness* of our *High-ways*, in reference to the two first Inconveniences, viz. *Mire*, *Slime*, or *Dirt*, with deep *Cart-rutts* and *ridges*.

Now if *these two* were first *rectified*, as I have declared, viz. *taken quite away*, the other *two* might with *much ease* be *amended*, as here I shall declare.

For Example.

First, then, Let it be suppos'd that the *Ways* are *thus prepared*, so that there were neither *Dirt*, nor the *Slime* or *Grease* of the *Cart-wheels*; and that I might plainly see all *those deep holes*, and *unevennesses*; I would not doubt but very well to *mend them all*, both *tolerably* and *sufficiently*, without the *cost* of one *load of Stones* or *Gravel*; only by *this means*, viz.

The best manner of mending them.

Let but my *Labourers* cut down with their *Mattocks*, all *those* adjoyning *unevennesses*, (which are *good Stones* and *Gravel* in most places, only *ill laid*) and fill up *those Holes* with the *same*. Note well.

Thus only shall the *Ways* be *ten times better* than they were, and *firm enough* for present and future use, if they might be always *so kept clean*.

For the *Ways*, if the *Dirt* were *taken off*, would in a great measure *mend themselves*, with a very *little looking to*.

Yet I would not be mistaken, as if I did intend no other mending but *This*; No. This is but to shew

shew how (without the cost of any new Gravel or Stones, &c.) the *Wayes* may be made far better than they are, or ever will be, by all the labour and cost they usually bestow upon them time after time.

But now after *this thorough cleansing* (and not before) I would have all those *Hollownesses* fill'd up with the best Gravel or Stones that possibly can be got for *that purpose*; and where there is urgent need, some Wood, but not much.

For still I believe, (by the way which I shall direct for the constant care in looking after the *Wayes*, when they are once truly mended) if there were neither Wood, Stones, nor Gravel, but only good hard Earth, (nay Plow'd Lands themselves) the *Wayes* could not possibly be very bad at all; no not in the depth of Winter.

A seeming
impossibility.

'Tis only want of Diligence and Care,
'Which causeth *Wayes* to be out of Repair;
'And as they'r daily gull'd, by daily wearing,
'So must be daily fill'd, by good repairing.
'This is the only way, no way but This;
'And thus a Fool may mend all what's amiss,
'With ease, when once he's shew'd but how; he'll
'Become as wise in This, as wiser men. (then

However *This* may seem a Riddle, and impossible; yet I doubt not but plainly to make it appear most true and feasible, when I come to give my *Directions* for their perpetual maintenance, which very suddenly I shall fall upon.

Care taken to
round the
Wayes.

There is one thing more very considerable in *This work*, which is the rounding and heightning the

the *Wayes* in all places where possibly they may be so ordered, the better to *keep off the water*, which is the *Great Corrupter* of all *High-ways*.

And to this purpose, *Care* ought to be taken to *divert all Dreins*, which usually *issue down upon High-ways*, and to find them some *other passage*, if possible. And to turn all Dreins.

Many other *Curiosities* and *Circumstances* there are, as to the *complete and exact performance* in *This Work*, too tedious here to be inserted: But they must be left to the *wit and discretion* of the *Ingenuous Undertaker*, in the *time* of the *Operation*, as need shall require.

Thus far towards *mending*: Now for *maintaining*.

The certain way to keep and maintain the High-ways firm and good for ever.

I Will first suppose, That the *Wayes* are *thus regulated, cleansed, and firmly once mended*, according to the *Order prescribed*: And that *two dayes* have pass'd since *this work was done*.

Now in these *two dayes time*, there are *pretty deep Cart-rutts* made again, but in *twice two dayes*, much *more deep*, and in a *week or fortnights time*, so *deep*, and with *high Ridges*, that it will occasion a *Horse* to *stumble* in going *across*. The first cause of the ruine of the *Wayes*.

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This

This is the *first beginning*, and the *chiefest cause* of the *ruine* of all *High-ways*.

The Remedy
quick and
easie.

How *easily* might *this* be *mended*, if there were appointed but a *Labouring man* daily to *look after them*; so far as he might well *walk* in one day, and *back again*, with his *Shovel*, or *Rake* in his hand, and only be carefull but to *turn those little Ridges* into the *Cart-rutts* again, and the work were done.

And then again the *next day*, and so *day after day*, all the *year* throughout: In which work, he should not suffer so much as one *loose Stone* to *lye* or *continue* in either of the *Horse-Tracks*, nor any the least *unevenness* to occasion a *Horse* to *stumble* or *fall*; and in this posture might *one man* keep his 5, 6, 7, 8, or 10 *miles firm*, perfect and good all the year long.

The Order of the Day-man, and his Constant Work.

The Day-mans
work,

First, having his *station* or *allotment* given him, how far, or how many miles he is to take into his *Charge* and *Care*, (which may, and must be *more* or *less*, according to the *goodness* or *badness* of the *Nature* of the *Ground*) I say, he having once settled, and entred upon his undertaking, he shall then *every working day*, be up and upon the *High-ways* at *working time*, *Summer* and *Winter*, either with *Mattock*, *Shovel*, *Rake*, *Scoop*, *Wood-bill*, *Wheel-barrow*, or what other *Tool* or *Implements* may be thought needfull for such a *Work*.

His Imple-
ments or
Tools,

And

And *thus* shall he walk and work from *morn-*
ing to night.

First, he shall work *half his station one way*, for two or three days, forwards and backwards, and perform whatever may be most needfull for his days-work there.

Then the next *two or three days*, he shall do the like to his other *half station*, the other way.

So that once in a weeks time, shall his *whole allotment* be constantly amended: And I suppose *one Man* may look after *ten miles* very well, in most ordinary *good Soyls*.

So that by *this Rule*, *ten Men* shall constantly keep *one hundred of miles perfect* and *firm* the *whole year*; which cannot be esteemed a *great Charge*. One hundred miles kept well by ten men,

Here may be an Objection:

But suppose it may be objected thus, (and Objection, truly) That in some Grounds, one man *cannot* possibly *manage ten miles*, by reason of the *badness* of the *soyl*, &c.

I answer thus: Then let him (notwithstanding) manage *so far as he can*, in *this manner*: Answer.
Although it be but *five miles*, viz: his two miles and a half one way in two or three days, and his two miles and a half the other way next two or three days, more or less, as shall be found by experience fit.

And if quite through the Land the work would require *such a Charge* as *this*, viz. *one Day-man* for every *five miles*, what could that signifie?

Nothing, in reference to *so great a Benefit* to *all Travellers*, and a *general good* to the *whole Nation*,

tion, as I shall declare: Therefore ought not to be repined at.

Yet I am very confident, that in *most* places, (and but very few excepted) that *one Man* may very well keep *ten miles* tollerably well, in almost the *worst Soyls*; Yet it must be granted, that those *worst Grounds* can never be kept so *sprucely fine* (or *Garden-like*) as may those other *Sandy* or *Gravelly Soyls*.

However, it may most easily be conceived, that the *constant attendance* of a *continual Day-man*, must necessarily keep the very *worst* of *wayes* so, that they shall absolutely be free from those *gross* and *common annoyances*, and most *grievous inconveniences*, which we find by *daily* and *wofull experience*.

Therefore, I say, let the *Cost* be what it will, *That* should not *deter* us from putting it into *practice* or *tryal*. Yet I believe I am *much about* the *matter* in respect of the *Charge*.

Concerning
the Cost or
Charge.

I am likewise very confident, that after the *first thorough cleansing* and *amending*, the ordinary *Statutable yearly Charge*, viz. every man's six days work, &c. will suffice; together with those other *Provisions* already *design'd* and *allowed* to that purpose.

Yet if I be a little out in *This*, I hope I shall be excus'd when it shall be consider'd, that I am not out in the *grand Cast* of the *design*.

But at the *first* there must be some way found out, for more than an *ordinary Charge*, to have them *once firmly done*: And after that, these *constant Labouring men* shall keep them ever so, at a *small expence*.

The Conclusion and very Life of the Business.

BUT first, I would have *no more common Overseers* employed in *This Work*: For, The Life of the business.

‘By their Great wisdoms, and their Oversight,
‘They ne’re could see to mend the Ways aright.

Therefore it is *most necessary*, that for every hundred or two hundred miles, (more or less, as may be thought fit) there be *one Surveyor-General*; some *Active-trusty-honest man*, who should constantly be on *Horse-back himself*, or his *most faithfull Trustees*, riding upon his *station, day after day*, to see that these *Day-men-Labourers* truly *acted their parts*, according to their orders given. What is the most necessary thing to confirm this Work.

And in case of *neglect* of *their parts*, in any these *least punctilio’s*, viz. as to suffer any *deep Dirt* to lye in the *Horse-Track*, *loose Stone*, (the great *undoer* of *Horses*, and most constant *occasion* of *Falls*) *uneven-little-knubs*, or any *Holes* or *Cart-ruts* unamended, or any other *neglect*;

Then he shall have *power* (at his *discretion*) to *punish* such *Labourers*, either by *stopping* some part of *their Wages*, or by *putting them out* of that so *constant, good, and very easie Employment*, and to *elect* others into *their places*.

Which thing will cause them to be *daily careful* and *diligent*; And without such an *exact-continual-daily-constant-strictness*, and such *sever-ity*, How the work may, or it may not be done.

ity,

rity, by such faithfull and choice persons, (who will not take an Office for any end so much, as to be active, and to see their business well performed) the Work will not be done : But otherwise it may, with the greatest ease and pleasure imaginable.

‘ Thus only may the Business be well done ;
 ‘ And if not Thus, Pray let it still alone.

Yet is not the Contriver so fillily conceited, as to think the Work must necessarily be done just so, in this manner in every Punctilio, as he hath directed unto ; or that nothing can be added whereby it may be better done ; No ; For he knows there are divers other particulars to be thought upon and added necessarily depending, which doubtless will be found out and appear reasonable, &c. if ever This which he has Thus hinted towards shall come to be thought fit to be taken notice of, as a way feasible and likely to take effect, although with some Addition or Alteration.

And he shall much rejoyce that any thing may be added which may be more advantageous to the Work, which doubtless will and may easily be done, according to That old Latine saying,

Facile est inventis addere.

‘ But this he only shall be bold to say, (viz)

‘ There never will be found a surer way

‘ To have the Wayes kept Firm, when once they’re mended,

‘ Than Thus to have them Daily well attended.

Abbreviation of the *WORK*,

Being an

Encouragement thereunto.

F*irst, let the Wayes be regularly brought
To Artificial form, and truly wrought;
So that we can suppose them firmly mended,
And in all needfull points, the Work well ended,
That not a Stone's amiss; but all compleat,
All lying smooth, round, fine, and wondrous neat.*

*Then comes a Gang of heavy-loaden Wains,
Of Carts, and Waggon, spoiling all our pains;
And with their piercing Grinders, cause them then
To be imprest with Furrows deep agen :*

*(As well they may; for yet they are but soft,
Being newly stirr'd, and lightly laid aloft)
And let them lye but Thus, one month or twain,
The Wayes must needs be deeply Gull'd again.*

*But let them lye still, as they us'd to do
The Year throughout, and none to look thereto,
How must They not needs be unsufferable,
As now they are, and judg'd irreparable ?*

*'Nor is it possible, sans daily care,
'To keep High-wayes in daily good repair.*

*'But let my Day-man come; he'l do the deed,
'Only with Spade, or Rake, mend all with speed:*

*'Rake in the Ridges, make the Cart-wayes plain,
'The Work is done; the Wayes are good again.*

Is.

*Is This not easie? who can it denie?
 No Wise man sure, who can Right Reason 'spie.
 I therefore say, let there a Day-man be
 Provided for one mile, or two, or three,
 Or four, or many more, if need require,
 And pay him well; (for he'l deserve his hire:)
 Then he shall work so to your hearts content,
 That for his wages sure you'l not repent:
 Except you be some Hog-herd, or some Miser,
 Or else some Fondling, or one scarcely wiser.
 For what wise man would ever be offended
 To see the Ways thus constantly well mended?
 Or would repine for paying somewhat more
 Than usually he us'd to pay before?
 What is the Money to so great a good?
 Nought, Nought, if 'twere but rightly understood,
 And well consider'd on; none would repine
 To have their Wayes thus pleasant, trim, and fine:
 Not so much as one little Stone to lye
 Loose in your Tract, to make you tread awry;
 Or cause your Horse to stumble, trip, or fall,
 To lame his feet, or cause him have Wind-gall.
 Such Stones are greatest enemies to Horses,
 Whether in Drawing, Travelling, or Courses:
 By them are desperate Falls; more Horses lam'd,
 Then can by All things else in Travel nam'd;
 These all shall be remov'd, day after day,
 And (as they happen daily) put away.
 Now do but fancy all things thus amended,
 All Difficults in Travels sure are ended;
 And thus with little Cost, but prudent Care,
 The High-ways may be made firm, smooth, & fair.
 Then after This, there would be made a Law,
 To keep all Boisterous-Ruffians in some Awe;*

The Argu-
ment.

The pleasure.

The greatest
mischief to
Horses.

The Law.

And

*And likewise in such good Decorum keep
 All Travellers, that whoſo will, may ſleep
 Ev'n as he Rideth : For he need not doubt
 The leaſt Diſturbance from the Common Rout,
 Nor of that Cuſtom old ; of th' ne'er ſo many
 Who may him meet, he'l not be forc'd by any
 Out of his Track : But if he ſo ſhould be
 By any hot-brain'd Youth uncivillie,
 He may ſoon cool his courage, if he pleaſe,
 And to his ponderous Purſe give ready eaſe.*

*'Tis only back to th' next Town for to Ride,
 He'l there have Law and Juſtice (quick) on's ſide,
 Which preſently ſhall puniſh this bold Blade,
 And make him pay your Dammage, (as 'tis ſaid
 Above) and ſomething to the Poor to boot ;
 Or elſe his Horſe diſtrain'd : Then he on foot
 Muſt trudge ; or on his Hobby-horſe may Ride,
 With his Long-dingle-dangle by his ſide.*

*And thus to ſee him in this ſtately ſort,
 Will doubtleſs make good laughing, merry ſport.
 Nor can this ſure be thought too ſmart a Law,
 To keep ſuch dangerous Rake-thames thus in awe.*

Therefore,

*'Tis very needfull ſome ſuch Law ſhould be
 Made firm for Travellers Securitie.*

D

A

A short glance of the Conveniences, Profits, and Pleasures of this Work, mentioning only some few.

THE *Conveniences, Pleasures, and Profits* of such a *Work as this*, arising to the *whole Nation*, must certainly be very *many*, and not easily apprehended, but by *experience*, and *consideration* thereupon; I will only hint some few. As first,

1. The Travellers pleasure and content,

The great *pleasure and content* which all *Travellers* must needs take by such *cleanly, smooth, straight, delightfull, and undistur'd Wayes*, both *Summer and Winter, Day or Night*, without *fear or danger, &c.*

An *ordinary Horse* shall carry a man *further* than one of a far *better price*.

2. The Carriages of all Commodities must needs be cheaper.

All *Trades-men* and others shall have their *Commodities* carried at a far *easier price*.

Most *Commodities* therefore must needs be cheaper.

3. Men may Ride safely in the dark.

Men may *Ride Post safely* so well by *Night* as by *Day*, which in *Summer time* is to be chosen.

4. Hire of Post-Horses, Hackneys, and Coaches cheaper.

Post-Horses and *Hackneys* may well be afforded at *easier Rates*; so likewise *Coaches*.

5. Preservation of Horses, therefore cheaper.

The great *destruction* in *laming Horses*, must needs be *prevented*: *Horses* therefore undoubtedly be *cheaper*.

6. Much ground sav'd.
7. Long Journeys shortned.

Much *Ground* will be *saved* by this means; And the *length* of all *Long Journeys* *shortned*.

Lastly,

'Lastly, There will be very *much Corn saved* 9. Much Corn
sav'd from
spoiling.
from daily *spoiling*, which now cannot well be avoided.

But the *vast Benefit* of the *Travellers Law* will be so *superabundantly satisfactory* and *contentive*, 9. The unex-
pressible be-
nefit to all
Travellers.
that the *Good thereof* cannot be expressed.

*I'll therefore cease, only not cease to pray
That I may live to see This happy Day:
Not that I do desire so much to Live,
As that Assistance to it I might give
Before I dye, with all my wit and skill, (will,
Though it be small; yet wants not great good
Nor Diligence, nor Care, nor faithfull Trust,
And therein should be found exactly just.
Not that I care an Officer to be,
More than to give Directions, and to see
That such a Work as This should no ways fail,
If by my strictest care I could prevail:
For without Care, and daily Diligence,
All Labour's lost, all Cost, though vast, expence.
Yet by my constant Day-man may be done;
But otherwise, 'Tis not worth thinking on.*

Note.

Note.

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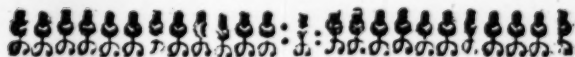
*There's only One Thing yet worth think-
ing on;
To put This Work in Execution.*

And if (by what has been *Thus premised*) so much notice may be taken of *This Contrivance*, by such *Persons in Authority* as may probably promote the *Work*, and set it on foot; the *Contriver* does not doubt but also (farther than he has yet expressed *himself* in this *little Book*) to adde *Assistance* towards it, by finding out, or prompting unto a ready way, how to procure and raise a considerable sum of *Money* towards the necessary expence thereof; without offering the least wrong, or violence to any *Person*, or his *Purse*.

For *Money* must be spent in the first Attempt, because the *Wayes* are so grossly foul and bad; although afterwards an easie yearly Charge will undoubtedly serve towards their maintenance for ever.

And if (for an *Experiment*) a tryal might be made only for any one-half-hundred-miles, with a matter of 50 or 60 choice Labouring men; the *Contriver* would freely give his assistance to the *Work*, gratis, by beginning it, and putting them into the way, and setting a pattern. And if *This* may be as freely accepted of, as it is freely offered, there can (sure) be no hurt done at all.

FINIS.



A N
ADVERTISEMENT.

TO all Ingenuous Persons, Lovers of Art, who may please to take notice, That there is in the *Press*, and coming forth, a *large New-Book* in *Folio*, (made by the *same Author*) tending to the *Advancement of Musick in General*; wherein he hath done an *unusual piece of Kindness* to all the *Lovers and Learners of That Art*: in *freely communicating his long Experience* in the said *Art*, in *lundry and very many particulars*.

The Title and Matter of the Book, is as followeth: viz.

A *Remembrancer*, of the *Best Practical Musick*; (both *Divine and Civil*) that has been known ever to have been in the *World*. Divided into *Three Parts*.

The First, or Divine Part,

Shews the *necessity of Singing Psalms well*, in *Parochial-Churches*, or *not to Sing* at all.

Directing unto *Two certain and infallible ways*, both how they may be *well Sung*, and how they may be *so continued for ever*; to the great *illustration*

stration of the *Church-Service*, and the *Glory of God*, (the generality being wholly ignorant thereof.)

The Second, or Civil Part,

Treats of the *Noble Lute*, (ever esteemed the *Best of Instruments*, but through its former *difficulties* almost quite laid aside) yet certainly now made *easy*; and all its *occult*, and *lockt-up secrets* plainly laid open, (never before discovered) whereby it is made so *easy* and *pleasant*, as any *Instrument of worth* known in the *World*.

Giving the true Reasons of all its former *difficulties*, and also why now it must of necessity be *easy*, by undeniable Arguments.

Likewise shewing the *difference* betwixt the *French-Lute*, and the *Theorboe*; Directing the most ample way of Playing off the *Note* (or a *Thorough-Bass*) upon the *Theorboe*. And both amplified with divers Suits of *Lone-Lessons*, fit for all *Capacities*.

Shewing a *General way* for procuring *Invention* in *Young Students* or *Composers*; or playing *voluntarily* or *ex tempore* upon it, or any other *Instrument*.

With two pretty *Devices*; The one Teaching any *Person* (*Ingenuous*) (whether skilfull or not skilfull in the Art) how to *translate Lessons* from one *Tuning* to another.

The other an indubitable way how to know which is the *best Tuning* upon any *Instrument*: Both done by *Example*.

In the Third Part,

The *Generous Viol in its Rightest Use* is treated upon, with something in *That Respect more Curious*; than has been ever yet handled by any; with very many Things worthy of Note, too tedious here to insert: Being the *Product* of his more than *fifty years Experience and Practice in This Noble and Divine Art*, very shortly to come forth.

Here followeth some few necessary Reasons, for this his Adverting Publication.

The First Reason is,

In that he conceives he may do both *himself a conveniency* by it, and many *worthy Persons a kindness*, in letting them know there is such a *Book* in coming forth; which doubtless will be *acceptable and beneficial* to all who make *Singing of Psalms* a piece of *their Divine Service*, and would gladly do it after the *best manner*; and especially to *Those* who have *Harmonious Souls*, and are *Tinctur'd with Tractabilities* in Nature to the *love of solid Divine, and sober civil Musick*.

The

The Second Reason is,

Out of a great Respect he has to very many eminent and obliging worthy Persons, (to the number of between Two and Three hundred) who have already so far encourag'd, towards the *Printing of This Work*, as that they have each of them Subscribed their Names to take a Copy of the *said Book*, so soon as it shall be Printed and Deliver'd unto them, at the Price of 12 s.

The Third Reason.

Now upon *This* very last Consideration he begins to conceive, both what a vast Trouble it will be, for himself to Deliver Those Books to each particular Person, (some of them living more then 200 miles asunder) and likewise, what a long time it must needs be before They can All be served with the *said Book*, after it is Printed:

Therefore,

Upon these Two Considerations chiefly it is, that he *thus* declares, and makes it his humble and earnest Request, to all Those his loving Friends and Honour'd Subscribers, that They will be pleas'd to consider These two so very great Inconveniences; And also adde so much Favour unto their former Kindness done unto him, as to Receive Their Books at some one of these five following nominated Places, viz. London, Cambridge, Norwich, Nottingham, York.

At

At each of which *Places* he will contrive to lay so many *Books* as may serve *All those* who have *thereunto Subscribed*; And likewise procure a certain *Friend* in each *Place* both to *Deliver* out the *Books*, and also to *Receive* the *Money* for them for *his Use*: viz.

At *Tork*,

His *Beloved Brother* Mr. *Henry Mace*, the *Sub-Chantor* of the *Cathedral* there.

At *Nottingham*,

His *Honoured* and *worthy good Friend* Mr. *Will. Graves*, *Master of Arts*, and one of the *Aldermen* of that *City*.

At *Cambridge*,

Himself, or *his Wife*, at his *House* in *St. Buttolph's Parish* near *Queens-Colledge*.

At *Normich*,

His *kind Cousin* Mr. *Tho. Mace*, living in *Cunford-street*, a *Merchant* of that *City*.

At *London*,

His *loving Friend* Mr. *James Hart*, one of the *Gentlemen* of *His Majesties Royal Chappel*, at his *House* in *Three-Faulcon-Court* in *Fleet-street*, near the *White-Horse-Inne*, between *Fetter-lane* and *Shoe-lane*.

E

And

And in Conclusion he further adds,

That if any *Person* be desirous of the said *Book*, upon the *same first-prefixed Price* of 12 s. and shall so signify *His*, or *Her mind* in two or three lines, *subscribing* their *Name*, to the *Author*, or to any of the abovesaid *Persons*, at *York*, *Nottingham*, *Cambridge*, *Norwich*, or *London*; or to any other *Friends of His*, (several of which they may meet withall in divers parts of *England*, who out of *kindness* to the *Author* and the *Work* do take *Subscription Names* for *Him*;) in *This Respect*, I say, any *Persons thus* doing, (before the *Book* be *finished* and *come forth*) may be assured to have *Books Reserved* for *them*, at the *same Price*.

But after *it* is once out, and all his *Subscribers* serv'd, the *Price* will be *raised higher*, (he not intending to *Print* very many of them.)

The *Book* he hopes may be *finished* by the latter end of *August* at the farthest; and will be deliver'd in *Sheets*.

But if any *Persons* (living remote from *Book-Binders*) have a desire their *Books* should be bound either by *London* or by *Cambridge Binders*, if they so signify their *minds* to the *Author*, and in what manner, and with what cost they desire to bestow, they shall have *them* made ready with what convenient speed may be.

The *Author* also desireth, that all *Letters* directed to *Him* may be sent to *London*, (and left at *Mr. Nath. Thompson's*, his *Printer*, in *New-street* between *Fetter-lane* and *Shoe-lane*) where he
does

does intend to stay (God willing) till his *Book* be compleatly *Finish'd*.

The *Persons Subscribing* are desired, (together with their *Names*) to set down their *Titles*, their places of *Abode*, and *Country*. Because (at the present) he does intend to *Print all their Names* in two or three *Pages* by themselves; with an *Epistle* expressing his *Thankfulness* unto them, both for their *generous* and *free Favour* done unto him in *This particular*, and also in that thereby they have become *worthy* and *noble Benefactors* to the *Publick*.

For without such *Their Encouragement*, he was dissuaded by good *Friends* from adventuring so great an *Expencc* and *Trouble* (in these *hard Times*) as he already has been at, and is still further like to be.

Lastly, The *Author* desires this *one piece of kindness* from all *Friends* and *Lovers* of his *Art*, (because he has not *Printed many* of these little *Pamphlets*, and so is in doubt that *Intelligence* may not come *time enough* to all such *Persons* as are or may be concerned in *This Musick-Work*) that they will be pleas'd to *communicate the Business* from one to another, as occasion may serve: By the which means, *This his Design* may happily take such effect, as he has *intended* it for. And for all which *Favours* he shall for ever be *Obliged*, whilst he bears the *Name* of

Thomas Mace.

FINIS.